

S. F. TAYLOR
Sole Agent
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS

The Hongkong Telegraph.

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS
ORIENTAL AGENCY
Sole Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
DODWELL & Co., Limited,
General Managers.

NEW SERIES No. 3015. 日五十月三年八十二緒光

TUESDAY, APRIL 22, 1902.

二拜禮 號二十月四英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,710,000

Head Office—YOKOHAMA.
Branches and Agencies:
TOKIO. KOBÉ.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION BANK OF LONDON, LD.
HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
per Annum.

TARO HODSUMI,
Manager.
Hongkong, 27th March, 1902. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$14,250,000
Sterling Reserve \$10,000,000
Silver Reserve \$4,250,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
Hon. J. J. BELL-IRVING, Deputy Chairman.
A. Haupt, Esq.
E. Goetz, Esq.
G. H. Medhurst, Esq.
D. M. Moses, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:
HONGKONG—SIR THOMAS JACKSON.

Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 1/2 per cent. per Annum.
For 12 months, 4 1/2 per cent. per Annum.
T. JACKSON,
Chief Manager.

Hongkong, 4th April, 1902. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital \$1,000,000
Paid up Capital \$374,374

HEAD OFFICE—HONGKONG.

Board of Directors:
Chun Kiu Shan, Esq. | C. Ewens, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.
Chief Manager:
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5%
Hongkong, 20th December, 1899. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Calcutta. Hankow.
Tientsin. Tsingtau (Kiautschow).

LONDON BANKERS:
Messrs. N. M. ROTHCHILD & SONS,
UNION BANK OF LONDON, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. SCHOTTLAENDER,
Manager.

Hongkong, 15th April, 1902. [16]

GUARANTY TRUST COMPANY OF NEW YORK.

(AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL U.S. Gold \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$4,758,600
TOTAL \$6,758,600

Head Office: NEW YORK.

Directors:
Samuel D. Babcock. Adrian Iselin Jr.
George F. Baker. James N. Jarvis.
August Belmont. Augustus D. Juilliard.
George S. Bowdoin. Richard A. McCurdy.
Frederic Cromwell. Levi P. Morton.
Walter R. Gillette. Walter G. Oakman.
E. H. Hartman. Alexander E. Orr.
G. G. Haven. Henry H. Rogers.
R. Somers Hayes. H. McK. Twombly.
Charles R. Henderson. F. W. Vanderbilt.
Harry Payne Whitney.

Walter G. Oakman, President.
Adrian Iselin Jr., Vice President.
Henry A. Murray, 3rd Vice President.
Wm. C. Edwards, Treasurer.
F. C. Harrison, Assistant Treasurer.

LONDON COMMITTEE:
Arthur John Fraser, (Chairman).
Donald C. Haldeman.
Honorable Levi P. Morton.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
PARR'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VŒUX ROAD.

General Banking and Exchange business
transacted.

INTEREST ALLOWED.
On Current Accounts at 2 1/2 per annum.
On Fixed Deposits:
For 3 months 2 1/2 per annum.
" 6 " 3 1/2 " "
" 12 " 4 1/2 " "
N. G. EVANS,
Acting Manager.

Hongkong, 10th April, 1902. [128d]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:
CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENTSIN.
HANKOW.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
1 1/2 per Annum Fixed Deposits for 3 months.
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Intimations.

The Old
Familiar Beverage
**STONE GINGER
BEER,**
YCLEFT "POP."



\$1.75 per doz., less \$1.00 allowed
Bottles returned.

**WATKINS,
LIMITED.**

CHEMISTS, AERATED WATER
MANUFACTURERS.

APOTHECARIES HALL,
No. 66, Queen's Road Central, Hongkong.

FACTORY:—Mason's Lane.

WAI KIN TAI YEUK FONG.
房藥大建威

Branches also at
Canton, Shanghai, Hankow and Peking.

Hongkong, 19th February, 1902. [714c]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

25.50 per Cask of 375 lbs. Net ex Factory.
\$3.50 per Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th March, 1902. [19]

THE MEDICAL HALL,
GERMAN DISPENSARY.

No. 70, QUEEN'S ROAD CENTRAL has been
TRANSFERRED TO DES VUEX
ROAD, Corner of ICE HOUSE STREET.

Hongkong, 17th April, 1902. [452d]

EXCHANGE TABLES.

U.S. GOLD DOLLARS
into
SILVER DOLLARS
and
vice versa
at rates ranging from
40 to 44 1/2
may be had by addressing to
"GOLI."

c/o The Hongkong Telegraph Office.
Price \$1 per Copy.
Hongkong, 15th April, 1902.

To-day's
Advertisements.

**THEATRE ROYAL,
CITY HALL.**

THE
**INTERNATIONAL VAUDEVILLE
COMPANY.**

TO-NIGHT! TO-NIGHT!

SPECIAL FEATURES!
BIG ENTERTAINMENT!!

THE
PANTOMIME WITH BIG BALLET

**"THE SEA
ROBBERS."**

SINGING, DANCING, TABLEAU.

CHANGE OF PROGRAMME DAILY.

Doors Open at 8.30 P.M. Commence 9 P.M.

SEATS on Sale at THE ROBINSON PIANO
CO., LIMITED.

Remember our open Challenge to
any wrestler in Hongkong—
Catch weight.

Hongkong, 22nd April, 1902. [465d]

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

FOR SWATOW.
THE Company's Steamship

"FORMOSA."
Captain Hodgins, will be despatched for the
above Port, on THURSDAY, the 24th instant,
at Daylight.

For Freight or Passage, apply to
**DOUGLAS LARRAIK & Co.,
General Managers.**

Hongkong, 22nd April, 1902. [470d]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, PORT SAID, COLOMBO
AND SINGAPORE.

THE Company's Steamship

"WAKASA MARU,"
having arrived from the above Ports, consignees
of cargo are hereby informed that their Goods
are being landed and placed at their risk in
the Hongkong and Kowloon Wharf and
Godown Company's Godown at Kowloon;
where each consignment will be sorted out
mark by mark and delivery can be obtained as
soon as the Goods are landed.

Optional Goods will be carried on unless
instructions are given to the contrary before
4 P.M. TO-DAY.

Goods not cleared by the 29th instant, will
be subject to rent.

All ship-damaged packages must be left in
the Godowns and Notice of same sent to this
Office before the 2nd May, or claims in
connection therewith will not be recognized.

NIPPON YUSEN KAISHA.
Hongkong, 22nd April, 1902. [472d]

To-day's
Advertisements.

**THE "STAR" FERRY COMPANY,
LIMITED.**

THE SHARE CERTIFICATE No. 210
for One Hundred and Twenty-four
Shares Numbered 1933/455 inclusive, standing
in the Name of LAM SIN SANG, of 61, Bonham
Strand West, Victoria, Hongkong, having been
LOST, Notice is hereby given that unless the
said Certificate be produced at the Office of
the Company, No. 2, Connaught Road, Victoria,
Hongkong, before the 30th April, 1902, a
NEW CERTIFICATE for the said Shares
will be issued and the OLD CERTIFICATE
will thereafter be held by the Company as
NULL and VOID.

EDWARD OSBORNE,
Secretary.

Hongkong, 22nd April, 1902. [473d]

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

FOR SWATOW.
THE Company's Steamship

"THALES."
Captain Robson, will be despatched for the
above Port, on FRIDAY, the 25th instant,
at Daylight.

For Freight or Passage, apply to
**DOUGLAS LARRAIK & Co.,
General Managers.**

Hongkong, 22nd April, 1902. [471d]

Intimation.

**A. S. WATSON
AND CO., LTD.**

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

**AUSTRALIAN
WINES.**

Bottled by Messrs. SANDEMAN,
Sydney, N.S.W.

CLARET.

Reserve Extra \$12.00 \$1.00

Reserve Special 15.00 1.25

Reserve Extra Special 18.00 1.50

Supreme 21.00 1.75

HOCK.

Reserve Extra \$12.00 \$1.00

Reserve Special 15.00 1.25

Reserve Extra Special 18.00 1.50

Supreme 21.00 1.75

SOLE AGENTS:
**A. S. WATSON & Co.,
LIMITED,**
The Hongkong Dispensary.

MARRIAGE.

On the 12th April, at St. Andrew's Cathedral,
Singapore, by the Colonial Chaplain, the Rev.
W. H. C. Dunkerley, FREDERICK WEHELM
LORENZ FRITSCHE, of Hamburg, to CHRISTINA
ISABELLA, daughter of E. Woodworth, S.S.
Pin Seng.

The Hongkong Telegraph

HONGKONG, TUESDAY, APRIL 22, 1902.

NOTES AND COMMENTS.

A Bridge to Kowloon.

The report of the Harbour Master, Com-
mander MURRAY RUMSEY, R. N., from
which we to-day publish some extracts, is
a most interesting one. One of the principal
features of the report is a suggestion that
the time has come for Hongkong to be con-
nected with Kowloon by a bridge. That
such a scheme will have to be put into
operation sooner or later there can be very
little doubt for, as Commander RUMSEY points
out, the bulk of the available building land
on the Island is already used up and some
outlet for our ever-increasing population,
not to speak of some means of alleviat-
ing our overcrowding, must shortly be
found. The natural remedy is, of course,
migration to Kowloon. On the other side
of the water building sites abound and there
is ample room to plant a town ten times
the size of Hongkong, on fairly level
ground. Then too, the Harbour is becoming

overcrowded and the anchorage will have to
be extended, which will naturally mean that
vessels will have to anchor near the Kowloon
shore and perhaps even so far away as be-
hind Stonecutters' Island. All this will
necessitate better communication with Kow-
loon, and it stands to reason that a connec-
tion by means of a bridge would be far
ahead of any ferry service.

We fancy, however, that the height of the
bridge will have to be more than the forty
feet above the water suggested by Com-
mander RUMSEY. It must not be forgotten
that there is a great deal of junk and cargo-
boat traffic to and from the Harbour, and
we think that if a bridge were built it should
be sufficiently high above the water to allow
of junks and small steamers passing under-
neath. A drawbridge could be opened for
large vessels passing in or out, but it would
be impracticable and interrupt traffic too
much to be constantly opening the passage
for junks. They at least should have room
left for them to sail underneath at all
states of the tide. Seventy-five to a hun-
dred feet should suffice for this we imagine,
and we do not see why this height should
not be attained without any great engineer-
ing difficulty or danger from typhoons being
encountered.

The advantages of a bridge are beyond
question, particularly if the proposed electric
tramway were run across it and extended to
Yau-ma-tei, Lai-chi-kok and Kowloon City,
thus bringing a host of good building sites
within easy reach of the City. As we have
frequently pointed out, no man can afford to
live outside of a certain radius from his
place of business, and this radius
is not fixed by actual distance, but by time,
and can be indefinitely extended when rapid
means of transit are available. Of course
the bridge would cost a great deal, but we
do not think that a question of expense
should be allowed to stand in the way. The
Colony could afford the Reclamation, and
we believe that it could easily afford a bridge
that would bring land worth twenty Reclama-
tions within easy reach of the City at
all times and in all weathers.

The question of the water supply would,
too, be solved by the bridge, for, as Com-
mander RUMSEY points out, waterpipes
could be laid along it from Kowloon, and
this would do away with a great deal of ex-
pense in constructing further reservoirs in
Hongkong, which will otherwise be necessary.
In fact a bridge would solve very many prob-
lems which at present appear incapable of
solution.

We hope that Commander RUMSEY's pro-
posal will not be pigeonholed, but will be
received with the attention and consideration
which it deserves. If, as the experts tell us,
the curse of plague is due to overcrowding,
then a bridge to Kowloon should be regarded
as a sanitary measure.

REUTER'S TELEGRAMS.

GREAT SHIPPING COMBINATION.
LONDON, April 19th.

The great British, German, and American
transatlantic steamship lines, with the ex-
ception of the Cunard and Allan, have formed
an immense combination to check the
present ruinous competition.

THE PEACE NEGOTIATIONS.

Absolute silence continues to be main-
tained officially concerning the peace terms
discussed at Pretoria. Numerous circum-
stantial and contradictory rumours are being
circulated in London, and it is impossible
to ascertain the truth. It is believed how-
ever that the Transvaal representatives
complain of the obstinacy of the Orange
Free-States.

LOCAL AND GENERAL.

A TOTAL ECLIPSE of the Moon will take
place to-night, commencing about midnight.

DON'T FORGET the grand variety concert
at the City Hall on Saturday evening, the 26th
inst.

THE DALLAS CO. opened at Singapore on
the 14th inst. with "Toreador." The house
was packed and the audience enthusiastic.

THE OKASA SHOSEN KAISHA have just
issued the schedule, from April, 1902, to
March, 1903, of their regular steamship ser-
vices between Hongkong, South China and Formosa.

THEFT.—Ko Tak, a coolie from Heung Shan,
living at No. 2, Magdalen Terrace, was im-
prisoned for 2 months for stealing a gold watch
and chain from Ernest Schumburg on the
20th instant.

BERI-BERI has broken out in the jail at
Kuala Lumpur in epidemic form. It came in
time for Dr. Durham, who was there on busi-
ness connected with the London School of
Tropical Medicine Beri-beri Commission.

THE NAVY LEAGUE.—After a period of
unusual inactivity, the Navy League will hold
its Annual General Meeting of the Members
and Associates of the Hongkong Branch in
the City Hall on 28th instant at 2.30 p.m. Mr.
M. W. Slade, will be in the chair.

STEALING BUCKETS.—Li Kum Sing, a
coolie from Chung Lok, living at Yau-ma-tei,
was imprisoned for 2 months with hard labour
for stealing 2 wooden buckets and an iron pan
total value \$2.30, the property of Tung Ying,
at Mong Kok on the 22nd instant.

MUTINOUS TROOPS.—A Peking despatch
reports that one of the regiments of infantry
recently despatched to Chaoyang to suppress the
insurrection there, mutinied against the officers
of the regiment before arriving at the scene of
disturbance. After murdering two of the
officers, and appropriating all the money that
was sent under their escort to Chaoyang to be
used as military expenses, they dispersed in
different directions.

COTTAM & CO. FOR SUN HATS

COTTAM & CO. FOR PANAMA HATS

COTTAM & CO. FOR WASHINGTON
CLOTHES

TELEGRAMS TO THE NORTH.—The
Manager of the Joint Telegraph Co. informs us
that owing to repairs to the Hongkong-
Fookchow cable, there will probably be some
delay on the traffic to and from North China
and Japan.

SECRET SOCIETIES.—Thirteen of the
most prominent leaders of secret societies in
the Yangtze region have been arrested at
Nanking. They are now awaiting trial in the
City Magistrate's prison and will most likely
be decapitated.

TIENTSIN VOLUNTEERS.—Major
General Creagh, V. C., presided on the 8th at
a meeting at the Gordon Hall, Tientsin, con-
vened by Mr. Harding, when a Mounted Vol-
unteer Corps was constituted and the first
members enrolled.

THE PENANG VOLUNTEERS propose to
give a smoking concert on the 25th inst. to
those members who are going to England to
represent the Colony at the Coronation. As
yet we have heard nothing of any "send off"
for our own contingent. But Hongkong is
always behindhand.

THE SINGAPORE MURDER.—The four
men arrested at Singapore, on suspicion of
being concerned in the murder of Mr. Ruther-
ford, were brought up at the Police Court on
the 14th instant and formally remanded for a
week. The names of the men are Leong Ah
Yew, Siew Weng Yew, Chan Ah Kai, and
Wong Ah Kong.

EMIGRATION IN 1901.—59,774 Emigrants
left Hongkong for various places during 1901;
of these, 44,855 were carried by British ships
and 24,919 by Foreign ships; 123,030 were
reported as having been brought to Hongkong
from places to which they had emigrated, and
of these, 95,454 were brought in British ships
and 33,576 by Foreign ships.

THE CEYLON CORONATION CON-
TINGENT is to go home by the *Oryza*. It is
to be 97 strong; the C. L. I. will be in scarlet
and blue with white leggings; the C. A. V. in
blue, and the C. M. I. in scarlet and white, rid-
ing breeches. The Rifle Corps will wear green
serge. The cost of the passage home of the
contingent is estimated at Rs. 70,000.

PERSECUTION.—The Tientsin *Hui* states
that the Chinese Government have instructed the
authorities of the "Five Cities" in Peking and
the Provincial authorities of Chihli to arrest a
number of foreign-educated Chinese, for punish-
ment. So far two men have been arrested,
one of them being charged with robbing the
former Treasurer of Chihli of his official seal
during the Boxer war.

COMMUNICABLE DISEASES.—The re-
turn of cases of communicable disease reported
as occurring in the Colony during the week
ended on 19th April, shows:—Bubonic Plague,
seven cases, six deaths; six cases being Chinese
and one Portuguese; Cholera, twenty-four cases
and twenty-one deaths, all Chinese; Enteric
Fever, one fatal case, Chinese; Puertal Fever,
one fatal case, Chinese; Small-pox, four cases
and two deaths, Chinese.

UNREST IN SHANTUNG.—Owing to the
large number of disbanded soldiers now wander-
ing about Shantung, a good deal of unrest exists
in the province. Robbery and crime of a
violent nature are becoming terribly frequent
and unless the Government takes some speedy
and effective steps to suppress the growing
disorders, there is a danger of the people's
taking the matter in hand themselves and
forming organised, armed bands for their own
protection.

PROGRAMME OF MUSIC to be played
by combined Bands of the Garrison on the
New Recreation Ground, on Wednesday, next,
the 23rd inst., from 5 p.m. to 6.30 p.m.

March: "Heroes of England" T. B. Wood.
Overture: "French Comedy" Kala Bala.
Selection: "Belle of New York" Kipper.
Valse: "Pia D'Or" Waldteufel.
Piccilo Solo: "Deep Blue Sea" Brewster.
Selection: "Shop Girl" Ivan Caryll.

The Pipers of the Hongkong Singapore
Battalion Royal Artillery will play during the
intervals of the Programme.

God Save the King

U.S. TRANSPORT ASHORE.—The trans-
port *Hancock*, the "pride of the fleet" is
aground on a reef off Iba, on the Zambales
coast, says the *Manila Times* of 14th inst.

News has just been received at the Captain on
the Port's Office. The *Liscum*, the *Cutter* and
the *Trenton* have been despatched post-haste
to lighten her cargo and the *Francisco Reyes*
has been sent to bring down her mail. The
Hancock left San Francisco March 16. Her
present master is Capt. Wilson, for several years
in command of the *Meade*. It is supposed
that the skipper hugged the shore too closely
and ran his ship on a sand reef. The *Hancock*
is bringing 750 sacks of mail.

SEAMEN.—Twenty thousand five hundred
and eleven Seamen were shipped and 23,189
discharged at the Mercantile Marine Office
and on board ships during the 1901. One
hundred and ninety-two "Distressed Seamen"
were received during the year. Of these, 69
were sent to the United Kingdom, 5 to Sydney,
1 to Vancouver, 2 to Bombay, 3 to Calcutta,
1 to Brisbane, 1 obtained employment on shore,
2 went as passengers to Shanghai, 1 to Singa-
pore, 1 to Melbourne, 2 to Manila, 1 to the
United Kingdom, 1 taken charge of by United
States Consul, 4 dismissed, 1 dismissed, 1
died at the Government Civil Hospital, 1
remained at the Government Civil Hospital, 1
at the Sailors' Home, and 87 obtained employ-
ment. Three thousand eight hundred and
eighty-eight dollars and four cents were ex-
pended by the Harbour Master on behalf of the
Board of Trade in the relief of these distress-
ed Seamen, and \$207 by the Consul.

STEAM LAUNCHES.—The Harbourmas-
ter's Report for 1901 shows that on the 31st
December, there were 255 steam launches
employed in the Harbour; of these, 122 were
licensed for the conveyance of passengers, 110
were privately owned, 17 were the property of
the Colonial Government, and 6 belonged to
the Imperial Government in charge of the
Military Authorities. Two Masters' Certificates
were suspended for three months, three for two
months, two for one month and ten Masters
were cautioned, one Master and one Engineer's
Certificates were cancelled. Four hundred
and ninety-two engagements, and four hun-
dred and thirty-five discharges of masters and
engineers were made from 1st February to 31st
December. Twelve steam launches were per-
mitted to carry arms, and for their protection
against pirates; of these, three were previously
permitted and nine during this year.

THE ANPING.—The good jobs ship of the
China Merchants Co. otherwise the steamship
Anping (Capt. Mackinnon) arrived here this
morning from Tongku via Shanghai. She has
made the run down from Shanghai in very
good time, taking only about 70 hours from
wharf to wharf. This vessel brought Prince
Teai, the Chinese Ambassador to the Coronation
to Shanghai from Tongku, and so pleased
was the Prince with all on board that he pre-
sented some of money to the whole Chinese
crew, while he caused one of his secretaries
to obtain the full name and rank of all the
European on board with a view presumably
to presenting them for suitable recognition
of their services and to make the dis-
tinguished passengers and the whole crew
happy on voyage. It is a little wonder that
the *Anping* was the Great L.T. favorite ship and
that most high officials prefer her to any other
of the China Merchants fleet, for she is very
comfortably fitted up, steams well, is in com-
mand of one of the most skillful and energetic
navigators of English Seas, while the officers
and crew are picked men. The officers of the
Anping are: Captain Black, Chief Officer,
J. Whitely, (on leave) acting Chief Officer,
J. Dickinson, second, Robert, Chief Engineer,
J. Plender, second, and John, third. Mr. Curran,
Chief Steward, and the *Anping* leaves for
Canton to-morrow.

COTTAM & CO. FOR WASHINGTON
CLOTHES

COTTAM & CO. FOR PANAMA HATS

COTTAM & CO. FOR SUN HATS

COTTAM & CO. FOR WASHINGTON
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COTTAM & CO. FOR SUN HATS

DRUNK.—Yago Sato, a Quarter Master from
Japan employed on the S.S. *Asping Maru*, was
fined \$1 for being drunk and incapable on the
public landing steps at Connaught Road West
on the 21st instant.

FIRE.—Though the fire-bell rang last evening
at 7 o'clock, indicating an outbreak in the western
part of the city, it turned out to be a false alarm,
yet a small fire occurred at the same hour at
the Hongkong and Kowloon Wharf and God-
down Company's premises at Kowloon, though
fortunately it was quickly put out and none
was much the wiser.

VLADIVOSTOCK.—The present accommo-
dation in Vladivostock harbour for merchant
vessels is so small as to make it impossible
for more than three steamships to be moored
there at one time. An extension scheme is
under consideration now, it is stated, which is
to so far increase the size of that part of the
harbour as to admit of the mooring of five
vessels.

MANILA PAPERS SUED.—According to the
Manila Times, criminal suits have been
filed by the government against the *Manila
Volcano* and the *Manila Freedom*. The
complaints are both signed by Major Bishop,
Prosecuting Attorney. That against the *Vol-
cano* is based upon "Volcano" Marshall's at-
tack upon Judge Robde. The complaint
against *Freedom* is under the new section law,
and is brought on account of an editorial which
appeared in that paper on April 6 commenting
on an article written by Sydney Adamson, in
Leslie's Weekly, about the policy of the Civil
Government in its choice of native officials.

THE "CONDOR".—The Admiralty an-
nounce with regret that all hope of the *Condor*
being afloat must now be abandoned, and ex-
presses deep sympathy with the relatives and
friends of those who were on board, and with
the nation generally at the loss of one of His
Majesty's ships and of so many valuable lives.
A full inquiry is to be held with the object of
ascertaining whether the ship was, by her build,
rig, and equipment—including the officers and
men—in all respects fitted for the service on
which she was employed. [In all probability
the result of this inquiry may affect the sister
ships of the *Condor* now on this station.—
Ed. H. K. T.]

ACCIDENT AT THE NAVAL YARD
WORKS.—About seven o'clock on Sunday
evening a large crane toppled over into the
water where work was in progress in connec-
tion with the Naval Yard Extension Scheme.
It has not yet been ascertained whether the
misadventure was the result of a pure accident, or
whether it was overtaken purposely by one of
the Chinese employees. In one quarter the dam-
age has been estimated to be close upon \$30,000
including damage to a large centrifugal pump.
Messrs. Pynchard, Lowther and Co., inform us
that this is absolutely incorrect as the damage
has been greatly over-estimated. It is ex-
pected that everything will be in working order
by the end of the week.

APPLICATION REFUSED.—A meeting of
the Justices of the Peace was held this after-
noon at the Magistracy to consider an applica-
tion from Esther Oliver for permission to
remove her business from houses Nos. 12 and 13
Queen Victoria Street to houses Nos. 72 and 7

A BRIDGE TO KOWLOON.

A GOOD, THOUGH STARTLING, PROPOSAL.

In his annual report for 1901, Commander Rumsey, the Harbour Master, says—

It will be almost universally admitted, I think, that the population of the town of Victoria is gradually growing beyond the numbers that can be satisfactorily and healthily housed, and while schemes are more or less tentatively put forward, having as a partial object the relief of this overcrowding, the real question of how and where to find good and sufficient housing room for our ever-increasing numbers has not really been tackled. In 1894 we were somewhat suddenly made to face the fact that the conditions of life amongst the very large numbers of Chinese of the lower class dwelling in Hongkong was such as to demand amelioration, and since that memorable year, special efforts have been made with this object, and with these efforts has resulted an almost universal demand for more room.

Since the Island of Hongkong has practically little more room for the purpose, it seems remarkable that, just at about the time when the demand was forced upon us, the supply should have appeared in the acquisition of what is known as the New Territory. Our boundary on the mainland was thrown back and more than 200 square miles added to Hongkong. In this large tract of almost unoccupied land, we have in hand, at once, the remedy for overcrowding in our City, and if we really mean business when we speak about relieving the pressure in the dwellings in Victoria, we must give all half-measures the go-by in favour of the one full measure of providing housing room whereby the surplus population can be accommodated on the other side of the Harbour. By this means a double purpose will be served, the unhealthy conditions now existing in Victoria will be removed and, at the same time, the New Territory will be opened up and developed, to the advantage of the Public Revenue and of the Colony generally.

But in order to accomplish this, it is absolutely necessary that we should have easy communication with the other side, and by "easy" I mean something very different from the present Ferry service. Communication between Hongkong and Kowloon should be by means of a bridge across the Harbour. The advantages to be derived by such a means of communication are so obvious, that they need hardly be alluded to. The mere thought of the difference between walking over to Kowloon direct, or riding over in a chair or a ricksha, or better still, in the electric tramcar, compared with the present more or less comfortable passage in moderate weather and no passage at all in bad weather, should be sufficient to commend the scheme beyond question. Nor is the scheme, in my opinion, anything less than a practical one, for there can be no engineering difficulty, I should say, in building a bridge about one mile long over water averaging in depth about 37 feet and with a maximum of 53 feet at Low Water. Nor will such a bridge be any practical obstruction, or even inconvenience, to shipping.

The line I would propose would be from Pottinger Street to Tsim Sha Tsui and striking Robinson Road, Kowloon. The style of the bridge is not of importance at the present moment, but I would suggest one break in it, to be closed by a "swing" or a "draw" bridge, not for general use, but chiefly for the convenience of more or less disabled ships wishing to go into dock from the further side of the bridge. The Harbour would be practically divided into two parts, the Eastern and the Western, and at the first glance, it might seem that a ship in the Western half, bound North, or a ship in the Eastern half bound South, would be seriously inconvenienced, but this is not really so. To a given point in her voyage, the ship going North would, at a speed of 10 knots, sacrifice 45 minutes if she started from the West of the bridge and went through Sulphur Channel, while the ship bound South and being to the East of the bridge, would sacrifice even less. How often one sees in the present day, ships spending almost as many minutes in "pointing" after they have left their buoy if they happen to be adversely swung, while, on the other hand, ships under similar circumstances can be seen leaving just as they would do if the bridge existed, that is to say, going out by Lee-mun Pass if bound South and vice versa. By placing the bridge where I propose the well established coasting steamers of the Douglas S. S. Co. would have their Wharf on the Eastern half of the Harbour. Their first port being only about 17½ miles distant, 45 minutes might be of importance to them. It would necessarily be a low-level bridge both for the convenience of the approaches and for better security from typhoons. A clearance not exceeding 40 feet at high water would, I consider, be ample.

That the cost of such a bridge would be considerable is undoubted, but any reasonable expenditure would be justified in a cause such as I have alluded to. Besides which, the bridge can be made remunerative by the imposition of a toll. Not less than 6,000,000 passengers annually pass between Hongkong and Kowloon (3,000,000 each way), this number would probably be increased by one-half if a bridge existed. Nine millions (9,000,000) passengers at an average toll of 1 cent would be a substantial return on the money laid out, and this direct return only, the indirect return, in the form of rates, &c., would probably be even greater, while the advantage to be gained in being able to carry telegraph cables across the bridge instead of in their present rather precarious position and the possibility of using the bridge as an aqueduct for a supply of water to Hongkong from the Kowloon range cannot altogether be overlooked.

COTTAM & CO. FOR GENT'S BATHING GEAR.

THE HARBOUR.

NORIE ROOM WANTED.

In his annual report for 1901, the Harbour Master says—

The problem of providing berthing accommodation in the Harbour for the ever increasing tonnage frequenting the Port is one that is getting more difficult each year, and though there may not be any very pressing necessity just at present, there can, I think, be no reasonable doubt that, with the constant advance in size, draught, and number, as well as Ships-of-War as of the Mercantile Marine, and of Foreign as well as British Shipping, the water space which, up to the present time has sufficed, will, before many years, be found quite inadequate.

The first note of warning has been sounded. Owing to the increase in size and number of His Majesty's Ships on the China Station, as well as of the Ships-of-War of Foreign nations, and to the reclamation of the shore of deep water by the extension of the Naval Yard, the Man-of-War anchorage, which formerly accommodated all Ships-of-War, British as well as Foreign, has recently been found at times insufficient for even our own ships, and the excess has had to be accommodated elsewhere, and thus while Foreign Ships-of-War are still, as formerly, berthed when practicable in the special anchorage, this is frequently found impracticable, and their berths are assigned to them by the Harbour Master, a course also sometimes rendered necessary in the case of British Ships-of-War.

The necessity for providing special anchorages for the accommodation of Ships-of-War, coal ships and ships with gunpowder or dangerous cargo, as well as for keeping three fairways clear for the passage of ships through the Harbour, entails very much the available deep water space, and in order to provide further berthing room without extending the anchorage to an inconvenient distance East and West, the question of deepening the comparatively shallow area lying between Yau-mai and Stonecutters Island, and of removing the shoal patches off Quarry Bay and in some other parts of the Harbour, will have to be seriously considered, and probably a system of more or less constant dredging provided for.

The water area within the Harbour Limits comprises approximately 7 square miles, of this about one-half is of a less depth than 4½ fathoms at Low Water; Fairways and special anchorages take up another 1½ square miles, leaving only 2½ square miles of deep water available for the very large and constantly increasing amount of shipping trading to the Port, and although a depth of 4½ fathoms may seem an excessive requirement to-day, there is a universal tendency towards larger and deeper draughted ships, and it is probable that, at no very distant date, a considerable percentage of the shipping of the Port will not be able to do with a lesser depth. Nearly 2 square miles more of deep water could be added to our present space by increasing by one fathom the depth over the area between Yau-mai and Stonecutters Island.

In the meanwhile the subject of improving the navigation conditions has received consideration. The principal obstructions to navigation at the Eastern end of the Harbour are, the Peninsula Shoal off Quarry Bay, and a shoal in mid-channel South of Cuckoo Rock. As neither of these carry a less depth than 27 feet at Low Water Springs, they are not at present a danger to the ships of the Mercantile Marine, though it is quite possible they may become so before long, owing to the tendency toward larger and deeper draughted ships.

But it has been pointed out that they are even now an obstruction to some of His Majesty's Ships which make Hongkong their headquarters. A proposal of the Vice-Admiral and Commander-in-Chief to remove them by dredging was considered, and an estimate of the cost obtained, but this proved to be so large that it had to be abandoned and some alternative found.

A beacon has been built on a 12-foot patch inside and to the Northward of Lee-mun Pass, from which from the 1st January this year a red light has been displayed at night, a similar light is also shown on the North side of the Pass itself.

It is now proposed that a light shall be placed on Blackhead's Hill and another (automatic) on Cuckoo Rock.

This can be carried out at a comparatively small cost, as the already approved scheme of shifting Cape D'Aguilar light to Green Island and Green Island Light to Cape Collinson will make the Cape Collinson's apparatus available for Blackhead's Hill, and a considerable improvement can thus be effected which will carry us on until the time arrives when the larger scheme of general improvement already referred to above can be carried out.

BARONSKY'S VAUDEVILLE COMPANY.

This talented company again gave another very successful performance last night at the Theatre Royal before a large audience. Each time was gone through without a hitch, whilst storm of applause greeted the termination of each act. Special mention must be made of the tight rope walking by Miss Nellie, whilst the absurdities and eccentricities of the two clowns in the character of Obello and Dead-end kept the house in a very humorous mood. The entertainment concluded with the pantomime entitled *The Peacocks*, which introduced some excellent dancing.

An entire change of programme is advertised for to-night when the pantomime *The Sea Robbers* will be produced.

COTTAM & CO. FOR TRESS'S STRAW AND FELT HATS.

THE KWANG-SI REBELLION.

IMPORTANT ARRESTS IN CANTON.

CANTON, April 21st.

There has been a rumour here for the last three days that the important town of Nanning has been captured by the rebels. The authorities maintain a strict secrecy on the affair, and only bits of information now and then leak out. There is, however, a strong feeling that some disastrous affair has happened to the Imperial troops in the disturbed area. More troops have been despatched to Kwang-si. Only yesterday at noon, the *Fuk Pa* laden with provisions and ammunition took away no less than 500,000 rifles from the Bocca Tigris Forts to Wuchow. The local military officials are requested by edicts to raise troops, and already a sort of conscription has taken place. All the telegraph wires from Wuchow to Nanning have been cut, and news is only obtained by means of couriers.

Late last night the military authorities raided a house in the west part of the city and captured six men, who it is alleged are concerned in the Rebellion, and recently came down here from the disturbed area to purchase arms, and spread their propaganda. On them were found documents with the signature "Kwok" attached, and ordering them to secretly do away with the Manchu officials in Canton. These six men are reported to be known as the Council of Six, and evidently they hold some prominent position among the rebels, as there were found among their baggage various grades of mandarin buttons, each bearing the title of Councillor. These six men are now safely lodged in the City prison, and no doubt their earthly career will soon end. It is reported that when captured they were in the act of praying, with their hands bound up and a wound streaming with blood from each of their right arms. It is probable that they were sealing their brotherhood by the method known amongst Chinese as mixing blood. There was also a fowl with its head chopped off lying on the ground. Various documents were also taken, the purport of which aimed at the assassination of the various Manchu officials in Canton. I shall write to you as soon as I obtain fresh news.

A London telegram of 9th inst., to the *Kobe Herald* says—The Chinese Government having protested against the action of certain American firms in supplying arms to the Kwangsi rebels, the United States Government has instructed the San Francisco Customs to prevent further shipments.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

(Before His Lordship W. M. Goodman, Chief Justice.)

April 21st.

FORGERY.

Robert McCann, an American electrician, was indicted on a charge of forgery. The prisoner pleaded not guilty. The following jury were empanelled:—Messrs. A. Weill, N. K. Davison, G. T. da Rosa, Jose T. da Souza, J. Ross, W. Schumacher and W. Schmidt. The Acting Attorney General (the Hon. A. G. Wise, K.C.) prosecuted.

The case, as explained by the Acting Attorney General, was a case of forgery. He then gave the Court an account of the affairs which led up to the arrest of the prisoner. It appeared that the prisoner was accompanied by another American called O'Connell. They said they were discharged seamen.

It was alleged for the prosecution that when the defendants arrived here from Manila they stayed at various places, including the Kowloon Hotel and the Australia boarding-house, 49, Pottinger Street, and left without paying the bills. They also claimed, in the prosecution, that the men had been staying in the Hongkong Hotel, but Mr. H. Haynes, the manager, satisfactorily disproved this statement in the course of the hearing. They further passed themselves off as on the staffs of the Sanitary Board and the Public Works Department—in the latter connection they said they had obtained engagements as electrical engineers under the Hon. W. Chatham. The first defendant went to a Chinese dentist and had his teeth filled to the extent of \$36, but failed to pay. Then, on enjoyment bent, the two men engaged a launch in the firm name of Ritchie & Co., 39, Des Voeux Road, to whom they referred the launch-owner for the payment of the bill—\$75. By other transactions they are stated to have obtained a suit of clothes each from the Hong Sing shop, Beaconsfield Arcade, the Nam Sing shop, 62, Queen's Road, and the Kwong Cheung shop, 55, Queen's Road. Four or five other Chinese firms received orders from the defendants for clothing; these, however, have not been executed. But the transaction through which they came to grief was when they signed a cheque, as is alleged, in the name of Mr. Rennie at Ah Men & Co., Queen's Road, and ordered goods to the value of \$500. They had no money just then to pay for the things, they said, but would sign a cheque for the amount. Previous to this, the police had received information of the alleged frauds, and Sergeants Mursion and Kerr were sent out to get on the track of the two men. They came upon them in Thomas's Grill Rooms, and whilst Sergeant Kerr hurried off to get someone to identify them, Sergeant Mursion followed the couple along Queen's Road and saw them go into Ah Men's place. He entered just as the second defendant was signing the cheque in Mr. Rennie's name, and took both into custody. At the charge-room the second defendant slipped a piece of paper into his mouth and swallowed it before he could be prevented. On that rescued were plainly distinguishable the words "A. H. Rennie, \$500; Hongkong and Shanghai Bank."

The prisoner who appeared to be quite unconscious of the gravity of his case, gave a very eloquent defence and asked the jury to weigh the pros and cons well before they gave their verdict. The jury after retiring for about 25 minutes returned with a verdict of guilty.

His Lordship commenting on the seriousness of the crime, sentenced McCann to 18 months hard labour.

The Court then adjourned *sine die*.

COTTAM & CO. FOR SUMMER UNDERWEAR.

Auctions.

PUBLIC AUCTION.

CURIOS! CURIOS! CURIOS!

THE Undersigned have received instructions to Sell by PUBLIC AUCTION,

on FRIDAY and SATURDAY, the 25th and 26th April, 1902, at No. 33, Des Voeux Road, (SPECIALLY TAKEN FOR THE SALE) Commencing each day at 2.15 P.M., near A. Tuck's Furniture Store.

A VALUABLE COLLECTION OF CHOICE JAPANESE WORKS OF ART, Comprising—

OLD NASHI GOLD LACQUERED CABINET, FINE SATSUMA PORCELAIN WARE, CHOICE GOLD LACQUERED GOODS, BRONZES, HANDSOME IVORY and WOOD CARVINGS, LACQUERED SCREENS, KUTANI, IMARI and MAKUZU PORCELAIN CURIOS made by Famous Artists, SILVER VASES, TEASETS, &c., &c.

On View on and after the 21st instant. Catalogues obtainable on the 23rd instant.

HUGHES & HOUGH, Auctioneers.

Hongkong, 15th April, 1902. [443d]

PUBLIC AUCTION.

THE Undersigned have received instructions from J. F. REECE, Esq., to Sell by PUBLIC AUCTION,

on SATURDAY, the 26th April, 1902, at 11 A.M., at his Office, No. 62, Queen's Road Central: SUNDRY OFFICE FURNITURE.

Comprising—

TEAKWOOD DESKS and WRITING TABLES, BOOK CASES and SHELVES, OFFICE CHAIRS, Three MARBLE TOP BLACKWOOD CHAIRS, CLOCKS, COPYING PRESS and STAND, PUNKAHs, &c., &c.

Also:—

One IRON SAFE by E. CATTERILL & Co. BIRMINGHAM, One REMINGTON TYPE WRITER and a quantity of LAW BOOKS.

TERMS—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 21st April, 1902. [468d]

Notice of Firm.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

FROM THIS Date and during the TEMPORARY ABSENCE of the Undersigned Mr. C. MONTAGUE EDE will act as SECRETARY of the Society.

By Order of the Board, W. J. SAUNDERS, Secretary.

Hongkong, 21st April, 1902. [467d]

Entertainment.

THEATRE ROYAL, CITY HALL.

SATURDAY NIGHT, APRIL 26TH, 1902.

GRAND VAUDEVILLE ENTERTAINMENT.

The Band of 2nd Battalion R.W.F. will be in attendance under Direction of MR. J. H. MOIR, Bandmaster, R.W.F. MR. A. G. WARD, Accompanist.

POPULAR PRICES: 5s, 2s & 3s.

BOX PLAN at THE ROBINSON PIANO CO., LIMITED.

Hongkong, 14th April, 1902. [437d]

Intimations.

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Company's Directors, held at the Company's Office, No. 2, Connaught Road, Victoria, Hongkong, on Tuesday, the 15th April, 1902, it was resolved that a CALL of \$2.50 and \$1.50 premium (\$4 in all) per Share should be and the same was thereby made upon all holders of partly paid-up Shares in the Company, such Call to be payable on the 1st May, 1902, to the Hongkong and Shanghai Banking Corporation at their Offices at Victoria, Hongkong.

If the above Call be not paid on or before the said 1st May, 1902, interest thereon at the rate of 12 per cent. per annum from the said 1st May, 1902, till actual payment will become payable.

Upon presentation at the Company's Office of the Bankers' Receipt for payment of the Call, together with the Certificate of the Shares in respect of which the Call has been paid, endorsement to that effect will be made upon the Certificate.

By Order of the Board of Directors, EDWARD OSBORNE, Secretary.

Hongkong, 16th April, 1902. [448d]

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above named Company held on the 7th day of April, 1902, it was resolved that the following Ordinary Shares of the said Company, the distinguishing Numbers of which are hereunder written, be, and they were duly FORFEITED in Accordance with Article No. 28 of the Articles of Association of the said Company.

Notice of the liability to FORFEITURE of these SHARES appeared in the Hongkong Local Newspapers from the 20th day of March to the 5th day of April, 1902.

NUMBERS OF FORFEITED SHARES.

301/400	1578/1602	3444/3463
12494/12533	12707/12715	13998/14002
14103/14151	15422/15446	15855/15954
16590/16639	17115/17214	17446/17449
21381/21405	22423/22466	22417/22526
23499/23518	25719/25723	26502/26516
29782/29791	31619/31668	32044/32045
34233/34243	36203/36212	36225/36234
36460/36474	38214/38288	40004/40703
46704/46719	48354/48359	49705/49729
49810/49829	51146/51155	51146/51155
51822/51851	53306/53330	53652/53681
59066/59105		

W. KERFOOT-HUGHES, Acting Secretary.

Hongkong 9th April, 1902. [446d]

Intimations.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co., VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co., CONNAUGHT HOUSE.

W. BREWER & Co.

New Stock.—Tennis Rackets. Tennis Balls. Tennis Nets.

New Stock.—Gentlemen's Black Kid Boots and Shoes.

New Novels by every English Mail. 23 and 25, Queen's Road Central. Hongkong, 12th April, 1902. [34d]

NEW PATENT, SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and

Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne

Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO. [733c]

NEW YORK LIFE INSURANCE CO.

The Oldest and Largest International Life Insurance Company in the World.

SUPERVISED BY 82 GOVERNMENTS.

Written Business 1901 exceeds \$38,000,000 Gold. Actual Paid for Business 1901 exceeds \$26,000,000 Gold. A note or a Telephone Message from those wishing an "up-to-date" policy will receive immediate attention.

HECTOR W. SAMPSON, Special Representative, Hongkong Hotel. [1374c]

HIRANO WATER.

A natural clear, sparkling and effervescent Mineral Water, bottled in its NATURAL CARBONIC ACID GAS of the Hirono Spring of Hiogo Ken, Japan. It mixes excellently with WINE or SPIRITS, and is PERMANENT IN QUALITY.

ANALYSIS PROVES ITS PURITY. PATENT CORKING. SIEMSEN & CO., Sole Agents, Hongkong and South China.

776c] Telegraphic Address: MARINEWORK, HONGKONG. Code Used: A and A B C, 4th Edition.

E. C. WILKS & Co., MARINE ENGINEERS, SHIP CONTRACTORS AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' claims and Specifications Prepared.

Office: 9, Queen's Road Central. Hongkong, 8th November, 1901. [1214c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai. [21]

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS SILKS, CARVED IVORYWARE, AND GRASSCLOTHS AND

GENERAL EXPORTERS.

No. 35, Queen's Road Central, Next Door Messrs. LANE, CRAWFORD & Co. Hongkong, 20th November, 1901. [1256c]

UNTOUCHED BY HAND.

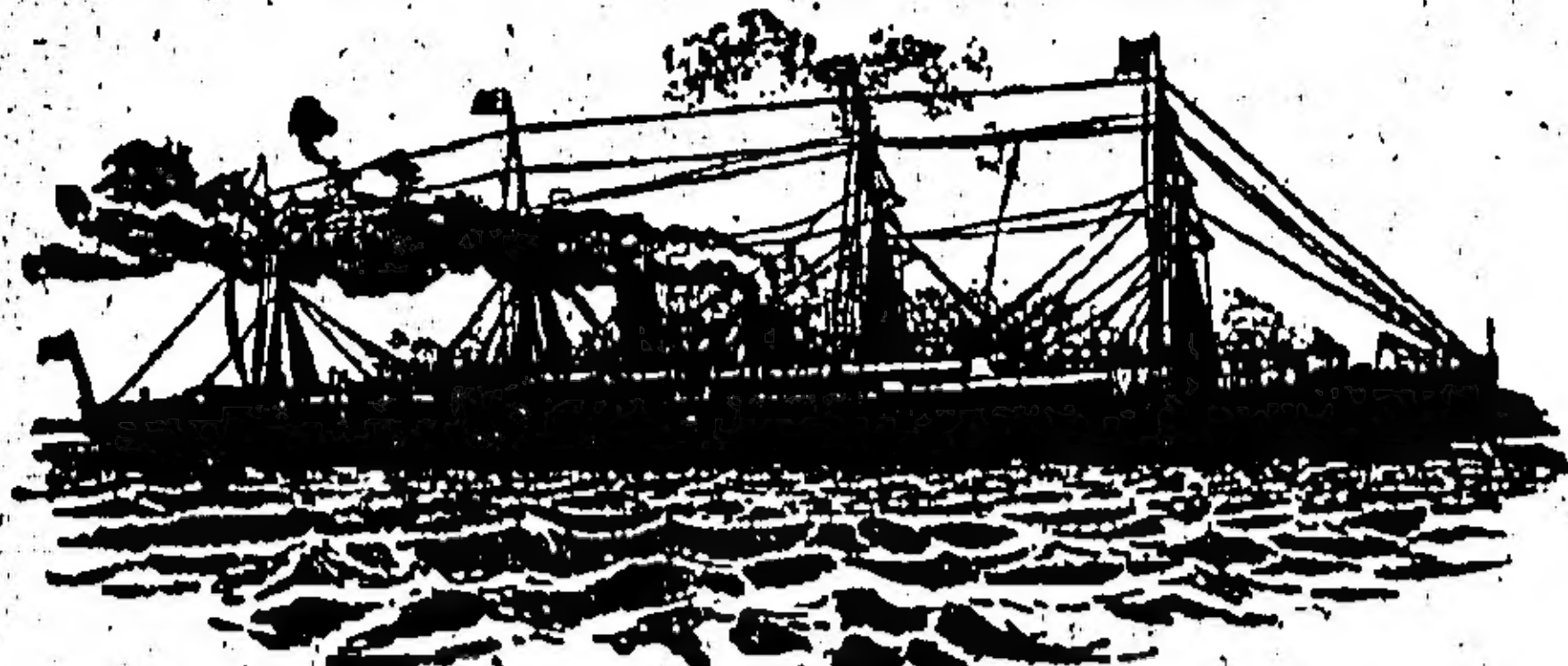
MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk. MELLIN'S FOOD WORKS, ENGLAND.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU"	TUESDAY, 29th April, at Noon.
"CITY OF PEKING"	TUESDAY, 6th May, at Noon.
"GABLIO"	THURSDAY, 15th May, at Noon.
"HONGKONG MARU"	FRIDAY, 23rd May, at Noon.
"CHINA"	SATURDAY, 31st May, at Noon.
"DOBIC"	SATURDAY, 7th June, at Noon.

THE T. K. K. Company's Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchants' Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th April, 1902.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 23rd April.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 14th May.
R.M.S. ATHENIAN	Comdr. H. Mowatt	WEDNESDAY, 21st May.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 4th June.
R.M.S. TARTAR	Comdr. E. Beetham, R.N.R.	WEDNESDAY, 21st June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 16th April, 1902.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	
SEGOVIA	HAYRE, BREMEN, and HAMBURG. (Calling at SINGAPORE and PENANG.)	29th April.	Freight.
ADRIA	HAYRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	16th May.	Freight.
SAXONIA	HAYRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	21st May.	Freight.
SERBIA	HAYRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	4th June.	Freight.
SUEVIA	HAYRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	18th June.	Freight.
STRASBURG	HAYRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	1st July.	Freight.

For further particulars, apply to

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Hongkong, 14th April, 1902.

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Auterson, r.	Huxham, H.
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Arman, Chas. K.	How, Mrs. Jun
Andersson, M.	Huettel, Jean
Agentur	Hlavacek, John
Aparado No. 65	Howell, E. A. R.
Alern, John	Hieber, G.
Awad, Ischab	Hofier, Capt. R.
Anderson, D.	Hog, Mrs. A.
Any, F. O.	Hofier, D. M.
Abbott, Miss H.	Henderson, L.
Brown, M. M. & E. B.	Hecker, E. W.
Boots Singh	Hooker, Capt. G.
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Bennett, E. F.	Hohner, M.
Burkhill	Jaggoo
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Bryan, Miss E. V.	John, A. R.
Bristowe, L. W.	Jawahir, Singh
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Broc, Conrad	Jordan, E. P.
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Barnie, G.	Khat, Sakot
Bradud, Dia	Kikuchi, T.
Banks, C.	Kistner Alfred
Bale, A.	Kendaw, E. P.
Bell, C.	Kollinger, A.
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Baradat, Mon.	Kerr, Mark
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Bildt, D.	Krell, Mrs.
Benita, Mestres	Krell, N.
Beit, Char.	Lianard, D. M.
Boutard, J.	Lall Singh
Boland, P.	Lang, R. R.
Brohm, G. O.	Lewis, G. W.
Bhai Valiram Modira	Lee, Mrs. C. J.
Borne, P.	Lowman, Miss M.
Bounneyaux	Li Fui Lung
Buten, F. R.	Loper, Sixto
Bradley, Mrs. D.	Layard, R. de B.
Bralter, Hy.	Leonard, R.
Boutard, J.	Low, Lester
Baradat Mon.	Leutenegger Mon.
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Barnet, Hermann	Le Bar, A.
Bastilion	Lee, H. B.
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Cherry, W.	Lawrence, Geo.
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610	Primrose, Captain
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S. E. Coast America	849
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Ballantine, Hongkong	Kripnam
Hotel	Kwonglunchung
Brega	Kwongwao
Bruce, Robert, Char-	Kwongiamhing
tered Bank	Kwongsurchoeng
Chieh	Linchung
Chopetseung	Lungshang
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Hychiang	Singwao
Hoecheungheng	Toumley
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FOR	STEAMERS.	TO SAIL.
TIENSIN	KWEIYANG	25th April.
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YOKOHAMA AND KOBE	SUNGKIANG	30th April.
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	AGAMEMNON	30th "
	DEUCALION	7th May, "

S.S. "GLAUCUS" left SINGAPORE on the 19th instant, P.M., and is expected here on the 25th instant, P.M.

HOMEWARDS.

FOR LONDON.

"DIOMED"	29th April, 1902.
"MACHAON"	13th May, "
"GLAUCUS"	27th "
"AGAMEMNON"	10th June, "
"STENTOR"	24th June, "
"ALCINOUS"	8th July, "
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"ACHILLES"	20th May, 1902.
"PELEUS"	16th June, "

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Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOCHOW	"ANPING MARU"	K. Sudoiki	WEDNESDAY, 23rd April.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 27th April.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 30th April.
FOR TAMSUI	"DAIGI MARU"	T. Kitano	SUNDAY, 4th May.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co's Pontoons at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSHEN KAISHA.

For Freight, Passage and further Information, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 21st April, 1902. [1379c]

TO KISENYO KAISHA
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN
HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETIA MARU"

876 Tons.
Captain Tate, will be despatched hence for MANILA, on THURSDAY, the 24th instant, at Noon.
Magnificent accommodation. Comfortable cabins. Excellent table. Unrivaled speed. Electric light.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Prince's Buildings,
Ice House Street.

Hongkong, 19th April, 1902. [171d]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN"

Captain Helms, will be despatched as above on THURSDAY, the 5th May, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 11th April, 1902. [155d]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"RUBI"

Captain Almond, will be despatched for the above Port, on THURSDAY, the 24th instant, at Noon.

Highest Class Passenger Steamers, High Powered, Newest and most up to date on the run. All Accommodation Ample. Electric Light and other Modern Improvements. A Surgeon is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers.

Hongkong, 15th April, 1902. [147d]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"AUSTRIA"

Captain Fellner, will leave for the above places, on TUESDAY, the 29th instant.

The steamer has capital accommodation for passengers. Electric light and carries a doctor.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 16th April, 1902. [151d]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

"MARISTOW".....On 29th April.

"MOGUL".....On 7th May.

"MACDUFF".....On 24th May.

"SATSUMA".....On 7th June.

"HEATHBURN".....

"RICHMOND CASTLE".....

For Freight and further Information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 14th April, 1902. [139d]

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG"

Captain Buller, will be despatched as above TO-MORROW, the 23rd instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 22nd April, 1902. [145d]

SHEWAN TOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"QUEENSLAND"

Captain Gray, will be despatched for the above Port, on or about the 30th May.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 9th April, 1902. [143d]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co. [20]

Hongkong, 28th May, 1902.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S.N. Co's Steamship

"JAVA"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 24th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWITT, Superintendent.

Hongkong, 17th April, 1902. [14]

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"MARBURG"

Captain Zacharias, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forward unless notice to the contrary be given before NOON, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 18th April, 1902. [159d]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"SILESIA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 25th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents.

Hongkong, 18th April, 1902. [135d]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after the 23rd instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 21st April, 1902. [166d]

Consignees.

STEAMSHIP "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre, ex s.s. Bagdad, and from Bordeaux, ex s.s. Ville de Rochfort, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, the 19th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after SATURDAY, the 26th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 26th instant, or they will not be recognised.

All damaged packages will be examined on SATURDAY, the 26th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 19th April, 1902. [1004c]

TOYO KISEN KAISHA.

NOTICE

CONSIGNEES of CARGO per Steamship

"AMERICA MARU"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 28th instant, will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN, Agent.

Hongkong, 21st April, 1902. [1]

Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

BASTMAN'S KODAK FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best. "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

[21]

KANANGA OF JAPAN.

(REGISTERED)

RIGAUD and Co. PARIS

Kananga Water, the most delightful Toilet Water, is fully refreshing.

It eradicates the skin firm, relieves mosquito bites and imparts a delicate fragrance and feeling of comfort and freshness.

New Sensations in Perfumery

RIGAUD'S KANANGA EXTRACT

RIGAUD'S WHITE ROSE

RIGAUD'S MELATI EXTRACT

RIGAUD'S IXORA D'AFRIQUE EXTRACT

RIGAUD'S LILY OF THE VALLEY EXTRACT

RIGAUD'S YLANGYLANG EXTRACT

RIGAUD'S BANTAM EXTRACT

RIGAUD'S JASMINE or Chamelle EXTRACT

8, RUE VIVIENNE, 8, PARIS

[21]

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST,

No. 4, Queen's Road Central.

Hongkong, 3rd January, 1902. [126]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

Is now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 22nd September, 1902. [15]

HONG SING,

8, Beaconsfield Arcade.

ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvasses, and Ducks. Complete Gentlemen's Outfitting.

Hongkong, 10th August, 1901. [96c]

WO SHING.

PRINTER, BOOKBINDER

AND RUBBER STAMP MANUFACTURER.

Moderate Prices.

No. 29, Pottinger Street.

Hongkong, 28th January, 1902. [112d]

ST. JOSEPH'S COLLEGE, HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we Appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.

THE CHRISTIAN BROTHERS.

Hongkong, 22nd November, 1901.

Intimations.

Fancy Drapery Dept.

Hosiery, Gloves.
Ribbons, Laces.
Dress Materials.
Linen, Longcloths.
Drills, Hollands.
Flannels, Flannelettes.
Feathers, Flowers.
Chiffons, Nets.
Umbrellas, Rain Coats.
Fancy Work, Wools.
Boots and Shoes, &c., &c.

Gentlemen's Dept.

Shirts, Collars.
Hosiery, Gloves.
Hats, Ties.
Umbrellas, Rain Coats.
Boots and Shoes.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,

HONGKONG,

**General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.**

General Furnishing.

Carpets.
Linoleums.
Tapestries and Repps.
Art Serges.
Household Linens.
Down Quilts.
Blankets.
Bedding.
Bedsteads.
Ranges and Cooking Stoves.
China and Glass.
Bags and Trunks.
Fancy Leather Goods.
Toys and Games.
Mats and Rugs.
Overmantles, Mirrors, &c.

SUMMER STOCK.

**THE FOLLOWING GOODS HAVE JUST ARRIVED AND
ARE NOW ON VIEW IN OUR SHOW ROOMS.**

THIRTY PARISIENNE MODELS.

PARISIENNE MILLINERY

WHITE FANCY STRAWS

COLOURED FANCY STRAWS

—BURNT AND NATURAL STRAWS

BLACK FANCY LACE STRAWS

MILLINERY ORNAMENTS

PINS, BUCKLES, ETC.

A BEAUTIFUL SELECTION OF FLOWERS AND FEATHERS, OSTRICH PLUMES AND FLATS.

LADIES' RAIN PROOF CLOAKS:—NEWEST STYLES AND SHAPES IN FAWN AND GREY RAIN PROOF CLOAKS.

LADIES SHIRTS AND BLOUSES:—WHITE MUSLIN BLOUSES, FANCY COLOURED MUSLIN SHIRTS, WHITE AND COLOURED TENNIS SHIRTS.

THE PRIMA DONNA CORSETS:—NEW STRAIGHT, FRONTED MODEL CORSET IS IDEAL IN QUALITY AND SHAPE, AND BEAUTIFUL IN FINISH.

MUSLINS:—SECOND CONSIGNMENT OF MUSLINS, DELAINES, FANCY ZEPHERS, SATEENS, CANVAS VOILES AND LIGHT DRESS MATERIAL.

CHILDREN'S DEPARTMENT, 28, Queen's Road:—PELISSES—WHITE JAP. SILK, WHITE CASHMERE TRIMMED SILK, WHITE SERGE TRIMMED APPLIQUE PELISSES IN GREAT VARIETY, SUMMER STRAWS, WHITE AND COLOURED MUSLIN SUNHATS.

PERAMBULATORS, MAIL CARTS, TOYS, DOLLS, INDOOR AND OUTDOOR
GAMES IN GREAT VARIETY.

DRESSMAKING DEPARTMENT.

This section of our business is a new venture and has met with extraordinary success during the past 4 months.

All work cut and supervised by our dressmaker who, having had High Class Colonial and Home experience has attained the knowledge required to connect Style and Fashion with comfort in creating suitable toilets for Eastern wear.

We intend making this department a specialty and ladies will do well to give us a trial.

Our London and Parisienne buyers have Instructions to keep us up to date and supplied with all the latest and most Fashionable Goods so that our patrons may be assured of procuring everything of the newest and best.

Ball Dresses, Bridal Gowns, Afternoon Costumes. Mourning orders executed at shortest possible Notice.

Space will not allow us to quote the thousands of articles stocked in this establishment but two words will convey all that is necessary viz GENERAL STORE. Do not fail to enquire for ANYTHING you may want.

April 14th.

R. G. HECKFORD,
MANAGER.